

SCHWINN®



FOLDING **BICYCLE** OWNER'S MANUAL

THIS MANUAL CONTAINS IMPORTANT SAFETY,
PERFORMANCE AND MAINTENANCE INFORMATION.
READ THE MANUAL BEFORE TAKING YOUR FIRST
RIDE ON YOUR NEW BICYCLE, AND KEEP THE
MANUAL HANDY FOR FUTURE REFERENCE.

To register your bike visit
www.schwinnbikes.com/registerbike





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Thank You

for purchasing your folding bicycle. Before using your bicycle, please practice proper folding and unfolding procedures. Be sure to follow the sequence of steps carefully. Proper operation of your bicycle is important for your safety and enjoyment. With a bit of practice, you should be able to fold your bicycle in 15 seconds or less. **Enjoy the ride!**

About This Manual

It is important for you to understand your new bicycle. By reading this manual before you go out on your first ride, you'll know how to get better performance, comfort, and enjoyment from your new bicycle. It is also important that your first ride on your new bicycle is taken in a controlled environment, away from cars, obstacles and other cyclists.

This manual contains important information regarding safety, assembly, use, and maintenance of the bicycle but is **not** intended to be a complete or comprehensive manual covering all aspects concerning bicycle ownership. We recommend consulting a bicycle specialist if you have any doubts or concerns regarding your experience or ability to properly assemble and maintain the bicycle.

Our customer service department is dedicated to your satisfaction with Pacific Cycle and its products. If you have questions or need advice regarding assembly, parts, performance, or returns, please contact the experts at Pacific Cycle.

Toll free: 1-800-626-2811.

Customer Service hours: Monday - Friday 8:00 am to 5:00 pm Central Standard Time (CST).

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You may also reach us at:

Web: www.pacific-cycle.com

Email: customerservice@pacific-cycle.com

Mail: P. O. Box 344
4730 E. Radio Tower Lane
Olney, IL 62450

Do not return this item to the store. Please call Pacific Cycle customer service if you need assistance. You will need your model number when calling customer service. See **Section 7: Purchase Record** for the location of the model number on your bicycle.

A Special Note For Parents and Guardians

It is a tragic fact that most bicycle accidents involve children. As a parent or guardian, you bear the responsibility for the activities and safety of your minor child. Among these responsibilities are to make sure that the bicycle which your child is riding is properly fitted to the child; that it is in good repair and safe operating condition; that you and your child have learned, understand and obey not only the applicable local motor vehicle, bicycle, and traffic laws, but also the common sense rules of safe and responsible bicycling. As a parent, you should read this manual before letting your child ride the bicycle. Please make sure that your child always wears an approved bicycle helmet when riding.



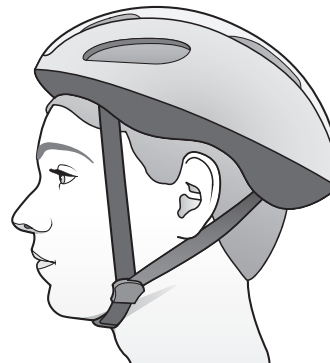
Helmets Save Lives!

- ALWAYS WEAR A PROPERLY FITTED HELMET WHEN RIDING YOUR BICYCLE
- DO NOT RIDE AT NIGHT
- AVOID RIDING IN WET CONDITIONS



Correct Fitting

Make sure your helmet covers your forehead



Incorrect Fitting

Forehead is exposed and vulnerable to serious injury



1 Safety

1 Safety

SAFETY SIGNAL WORDS

The following safety signal words indicate a safety message. The symbol alerts you to potential hazards. Failure to follow the warning may result in damage to property, injury, or death.

This manual contains many Warnings and Cautions concerning the consequences of failure to follow safety warnings. Because any fall can result in serious injury or even death, we do not repeat the warning of possible injury or death whenever the risk of falling is mentioned.

⚠ WARNING!

Indicates a hazard or unsafe practice that will result in severe injury or death. Failure to read, understand and follow the safety information in this manual may result in serious injury or death.

⚠ CAUTION!

Indicates a hazard or unsafe practice that could result in minor injury.

NOTICE

Indicates a hazard unrelated to personal injury, such as property damage.

USER RESPONSIBILITY

All persons assembling, using, and maintaining the bicycle must read and understand the safety warnings and operating instructions in this manual before using the bicycle.

It is the responsibility of the user, or in the case of a child rider, an adult, to ensure the bicycle is properly maintained and in proper operating condition. Doing so will reduce the risk of injury. Always conduct regular maintenance and inspection of your bicycle. Complete the Safety Checklist at the end of this section before each use.

A responsible adult must always supervise the use of the bicycle by a child. You must ensure:

- The child is wearing the proper protective attire and approved bicycle helmet.
- The child is seated securely and the bicycle is properly fitted to the child.
- The child understands applicable laws and common sense rules of safe responsible bicycling.



PERSONAL SAFETY

⚠ WARNING!

Riding a bicycle without protective gear, clothing, or a helmet may result in serious injury or death. Always wear protective gear, clothing, and helmet when riding the bicycle. Ensure protective gear does not interfere with steering, braking, and pedaling.

Protective Gear and Clothing

Always wear: Figure 1.1

- Colors that are easily seen and, if possible, reflective clothing.
- Clothing appropriate for the weather conditions.
- Use of protective gear such as pads for the knees and elbows is highly recommended for children.
- A properly fitted, ASTM or SNELL approved, bicycle helmet shall be worn at all times by riders of the bicycle. For information regarding how to properly fit a helmet visit: <http://www.nhtsa.gov/people/injury/pedbimot/bike/easystepsweb>

Do not wear:

- Loose clothing parts, strings, jewelry that may become entangled with moving parts on the bicycle or interfere with handling of the bicycle.

- Pants with loose pant legs. If necessary, always tuck pant legs into a sock or use a leg band to avoid the clothing becoming caught in the drive chain.
- Shoes with untied shoe laces.

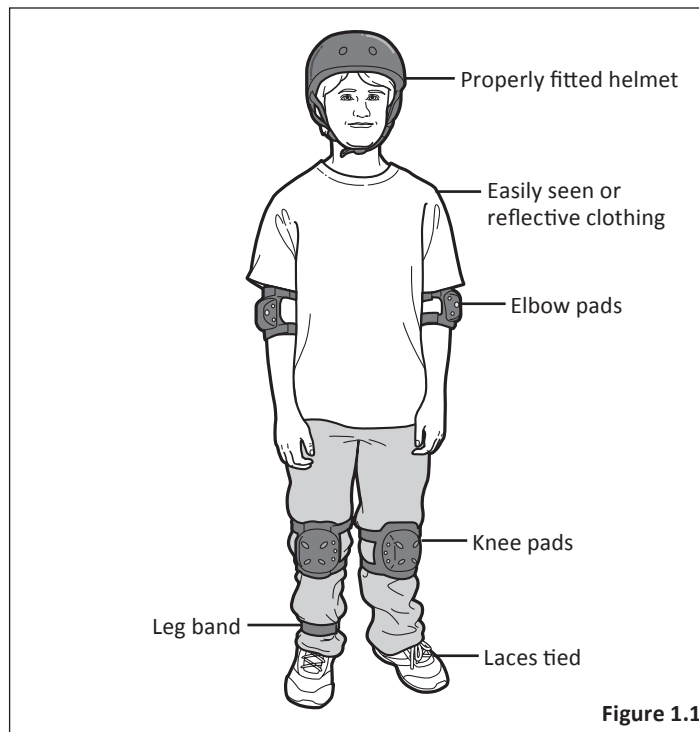


Figure 1.1



1 Safety

Helmet Use

Important! Many states have passed helmet laws regarding children. Make sure you know your states helmet laws. It is your job to enforce these rules with your children. Even if your state does not have a children's helmet law, it is recommended that everyone wear a helmet when cycling. When riding with a child carrier seat or trailer, children must wear a helmet.

It is strongly advised that a properly fitting, ASTM or SNELL approved, bicycle safety helmet be worn at all times when riding your bicycle. In addition, if you are carrying a passenger in a child safety seat, they must also be wearing a helmet.

The correct helmet should: Figure 1.2

- Be comfortable
- Have good ventilation
- Fit correctly
- Cover forehead

Incorrect helmet position: Figure 1.3

- Helmet *does not* cover the forehead





BICYCLE SETUP

⚠ WARNING!

Inability to safely reach the handlebars and dismount the bicycle may result in loss of control of the bicycle. If the bicycle has a top tube on the frame, ensure there is one to three inches of clearance between the rider and the top tube.

Improper setup or maintenance of the bicycle may result in an unexpected movement, loss of control, and serious injury or death.

Correct Bicycle Size

Riding a bicycle that is not correctly sized to the rider may result in the rider's feet not being able to touch the ground and balance the bicycle, properly reach the handlebar for steering or braking, and loss of control when pedalling.

Use the wheel size in the following table as a guide to match the rider and bicycle. For example, bicycles with a wheel size of 12 inches fit a rider that is 28 to 38 inches tall. **Note:** Some bicycles such as folding bicycles may have smaller wheels but still fit adults.

If the bicycle has a top tube on the frame, check that there is one to three inches of clearance between the rider and the top tube. **Figure 1.4**

Wheel Size	Riders Approximate Height
12 inch	28 - 38 inches tall
16 inch	38 - 48 inches tall
18 inch	42 - 52 inches tall
20 inch	48 - 60 inches tall
24 inch	56 - 66 inches tall
26 inch, 27.5 inch, 29 inch, 700c	64 - 74 inches tall

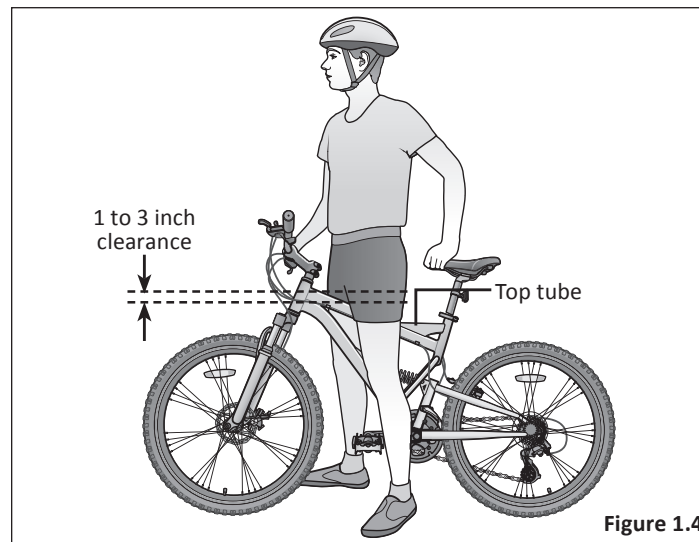


Figure 1.4



1 Safety

Quick-release Levers

⚠ WARNING!

Improper setup or maintenance of the quick-release levers may result in an unexpected movement, loss of control, and serious injury or death.

Frame

- 1 The frame must be securely locked. Ensure the frame latch is properly seated and the quick-release lever locked in place. **Figure 1.5**

Handlebar

- 2 The handlebar must be securely locked. Ensure the handlebar post latch is properly seated and the quick-release lever locked in place.

Seat

- 3 Ensure the seat post's **minimum insertion marks** are **not** visible above the quick-release seat clamp and the clamp is locked in place.

Note: See **Section 4: Adjusting the Seat Height** if adjustments are needed.

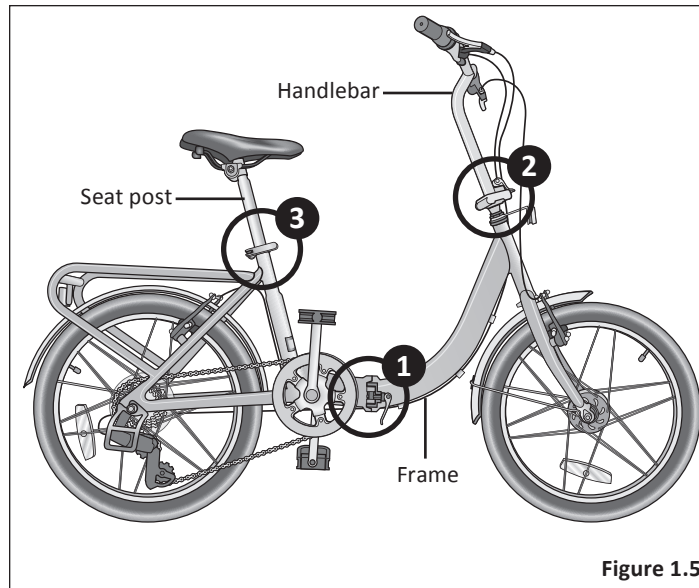


Figure 1.5



Safety 1

Seat Height and Handlebar Reach

⚠ WARNING!

Improperly adjusted seat height could affect the rider's ability to reach the handlebar and pedals may result in an unexpected movement, loss of control, and serious injury or death. Follow these guidelines when adjusting the seat height. Always ensure the seat post **minimum insertion marks** are below the seat clamp and **cannot** be seen. Ensure the seat clamp is locked and the seat cannot move.

- 1 Your legs should be almost completely straight when the pedal is in the down most position, just a slight bend in the knee. **Figure 1.6**

Note: The rider's feet may not touch the ground easily. If this is the case the rider can simply move forward off the seat to mount and dismount the bicycle or the seat can be adjusted lower if the rider is uncomfortable with the height, but note that riding is more difficult with the seat too low, as the legs are in an unnatural position.

Do not raise the seat so much the knees lock straight when pedaling or you have to move forward off the seat to pedal. This is unsafe and the bicycle cannot be controlled in this condition.

- 2 You should be able to safely reach the handlebar with your arms bent slightly (approximately 10 degrees) at the elbow.

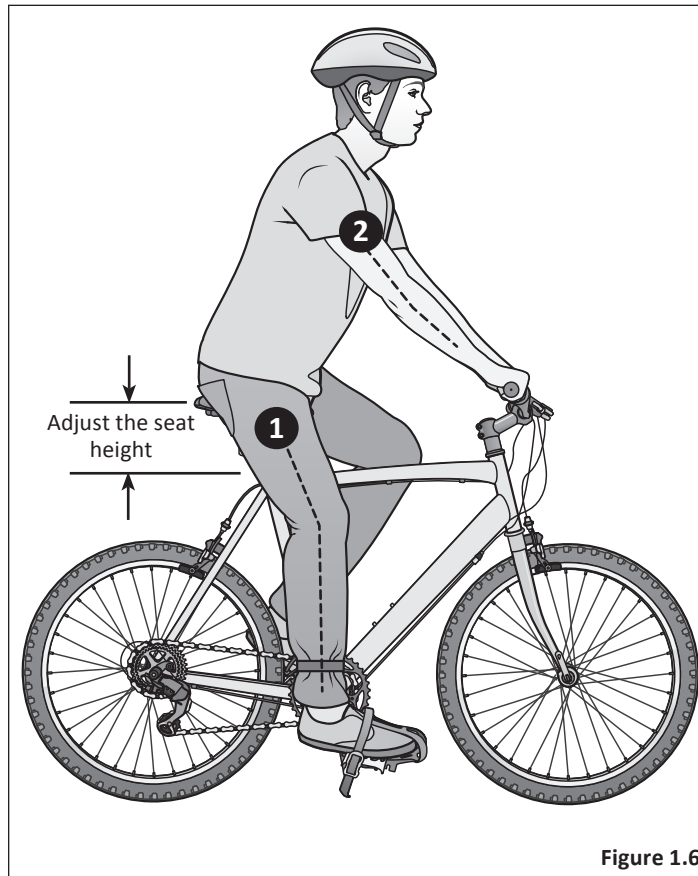


Figure 1.6



1 Safety

Reflectors

⚠ WARNING!

Missing, damaged, or dirty reflectors will affect the ability of others to see and recognize you as a moving bicyclist increasing the risk of being hit, serious injury or death. Always check the reflectors are in place and make sure they are clean, straight, unbroken and securely mounted before riding the bicycle.

Important! Federal regulations require every bicycle over 16 inches to be equipped with front, rear, wheel, and pedal reflectors. Many states require specific safety devices. It is your responsibility to familiarize yourself with the laws of the state where you ride and to comply with all applicable laws, including properly equipping yourself and your bike as the law requires. Bicycles under 16 inches are considered “sidewalk bicycles”, and may not be fitted with reflectors. These bicycles should **not** be ridden on streets, at night or unattended by an adult.

Check and confirm the front and rear reflectors are in the correct position: **Figure 1.7**

- **Front Reflector:** Should aim forward (when viewed from above) and be mounted so it is within 5 degrees of vertical.
- **Rear Reflector:** Should aim straight back (when viewed from above) and be mounted so it is within 5 degrees of vertical.

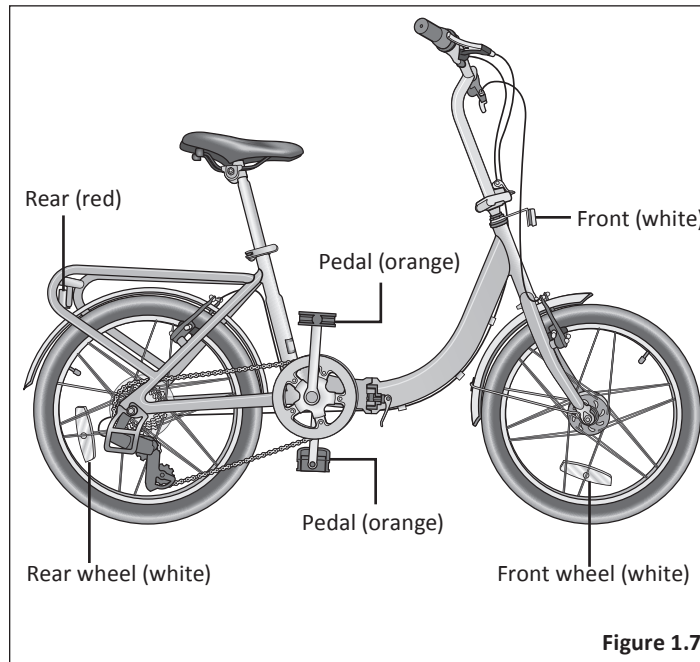


Figure 1.7



RIDING SAFETY

WARNING!

Riding the bicycle in unsafe conditions (ie: at night), in an unsafe manner, or disregarding traffic laws may result in an unexpected movement, loss of control, and serious injury or death.

General Safety

- Familiarize yourself with all the bicycle's features before riding. Practice gear shifts, braking, and the use of toe clips and straps, if installed.
- Always ride defensively in a predictable, straight line. Never ride against traffic.
- Expect the unexpected (e.g. opening car doors or cars backing out of concealed driveways).
- Take extra care at intersections and when preparing to pass other vehicles.
- Maintain a comfortable stopping distance from all other riders, vehicles and objects. Safe braking distances and forces are subject to the prevailing weather conditions. Do not lock up the brakes. When braking, always apply the rear brake first, then the front. The front brake is more powerful and if it is not correctly applied, you may lose control and fall.
- Always use the correct hand signals to indicate turning or stopping.
- Obey the traffic laws (e.g. stopping at a red light or stop sign, giving way to pedestrians).

- Wear proper riding attire, reflective if possible, and avoid open toe shoes.
- Do not use items that may restrict your hearing and vision.
- Do not carry packages or passengers that will interfere with your visibility or control of the bicycle.

Road Conditions

- Be aware of road conditions. Concentrate on the path ahead. Avoid pot holes, gravel, wet road markings, oil, curbs, speed bumps, drain grates and other obstacles.
- Cross train tracks at a 90 degree angle or walk your bicycle across.

Wet Weather

- When riding in wet weather always wear reflective clothing and use safety lights to enhance visibility.
- Exercise extreme caution when riding in wet conditions.
- Ride at a slower speed. Turn corners gradually and avoid sudden braking.
- Brake earlier, it will take a longer distance to stop.
- Pot holes and slippery surfaces such as line markings and train tracks all become more hazardous when wet.



1 Safety

Night Riding

- **Important!** Riding a bicycle at night is **not** recommended. Check your local laws regarding night riding.
- Ensure bicycle is equipped with a full set of correctly positioned and clean reflectors.
- Use a white light on the front and a red light on the rear. Use lights with flashing capability for enhanced visibility.
- If using battery powered lights, make sure batteries are well charged.
- Wear reflective and light colored clothing. Wear reflective clothing and use safety lights for increased visibility.
- Ride at night only if necessary. Slow down and use familiar roads with street lighting.

Hill Technique

- Gear down before a climb and continue gearing down as required to maintain pedaling speed.
- If you reach the lowest gear and are struggling, stand up on your pedals. You will then obtain more power from each pedal revolution.
- On the descent, use the high gears to avoid rapid pedaling.
- Do not exceed a comfortable speed; maintain control and take additional care.
- Braking will require additional distance. Initiate braking slowly and earlier than usual.

Cornering Technique

- Brake slightly before cornering and prepare to lean your body into the corner.
- Maintain the inside pedal at the 12 o'clock position and slightly point the inside knee in the direction you are turning.
- Keep the other leg straight, do not pedal through fast or tight corners.
- Decrease your riding speed, avoid sudden braking and sharp turns.

Safe Riding Rules for Children

- Many states require that children wear a helmet while cycling. Always wear a properly fitted helmet.
- Do not play in driveways or the road.
- Do not ride on busy streets.
- Do not ride at night.
- Obey all the traffic laws, especially stop signs and red lights.
- Be aware of other road vehicles behind and nearby.
- Before entering a street: Stop, look left, right, and left again for traffic. If there's no traffic, proceed into the roadway.
- If riding downhill, be extra careful. Slow down using the brakes and maintain control of the steering.
- Never take your hands off the handlebars, or your feet off the pedals when riding downhill.



BEFORE YOU RIDE SAFETY CHECKLIST

Before every ride, it is important to carry out the following safety checks. Do not ride a bicycle that is not in proper working condition!

Accessories

- ☐ The reflectors are properly placed and not obscured.
- ☐ All other fittings on the bike are properly and securely fastened, and functioning.
- ☐ The rider is wearing a properly fitted helmet (protective gear if necessary) and that clothing and loose items are properly constrained.

Bearings

- ☐ All bearings are lubricated, run freely and display no excess movement, grinding or rattling.

Brakes

- ☐ The front and rear brakes work properly.
- ☐ The brake shoe pads are not overly worn and are correctly positioned in relation to the rims.
- ☐ The brake control cables are lubricated, correctly adjusted and display no obvious wear.
- ☐ The brake control levers are lubricated and tightly secured to the handlebar.

Chains

- ☐ The chains are oiled, clean and run smoothly.

Cranks and Pedals

- ☐ The pedals are securely tightened to the crank arms.
- ☐ The crank arms are secured to the axle and are not bent.

Frame and Fork

- ☐ The frame and fork are not bent or broken.
- ☐ The quick-release clamps are locked in place.

Steering

- ☐ The handlebar and post are correctly adjusted and tightened, and allow proper steering.
- ☐ The handlebars are set correctly in relation to the forks and the direction of travel.
- ☐ The handlebar binder bolt is tightened.

Wheels and Tires

- ☐ The rims do not have dirt or grease on them.
- ☐ The wheels are properly attached to the bicycle and axle.
- ☐ The tires are properly inflated within the recommended pressures displayed on the tires sidewall.
- ☐ The tires have the proper amount of tread, no bulges or excessive wear.



② Parts Identification

Folding Bicycle

Get to know the parts of your bicycle. This will help with assembly, maintenance, and troubleshooting. Models vary in color and style.

	Part name	Torque (in. lb.)
1	Handlebar grip	-
2	Rear brake lever	55 - 70
3	Front brake lever	55 - 70
4	Brake control cables	-
5	Handle post	-
6	Handle post latch	-
7	Front reflector	-
8	Front brake cable pinch bolt	50 - 70
9	Brake pads	50 - 60
10	Pivot bolt	17 - 20
11	Head tube	-
12	Tire valve	-
13	Front wheel axle	180-240
14	Front wheel reflector	-
15	Tire	-
16	Spoke	-
17	Wheel rim	-
18	Front fender	-

	Part name	Torque (in. lb.)
19	Front fork	-
20	Frame latch	-
21	Crank arm	390
22	Pedal	300 - 360
23	Seat tube	-
24	Seat clamp with quick-release lever	-
25	Seat post	-
26	Seat	-
26a	Seat post attaching hardware	130-170
27	Rear brake cable pinch bolt	50 - 70
28	Rear brake pad	-
29	Brake pad adjustment screw	50 - 60
30	Spring tension adjusting screw	-
31	Rear reflector	-
32	Rear wheel reflector	-
33	Derailleur	-





③ Assembly

⚠ WARNING!

- Improper assembly of this product may result in serious injury or death. Always follow the instructions in this manual and check critical components (eg.: wheels, seat, pedals, brakes, derailleurs, tires) before each use.
- We recommend that you consult a bicycle specialist if you have doubts or concerns as to your experience or ability to properly assembly, repair, or maintain your bicycle. If your bicycle was obtained assembled, we recommend that you read these instructions and perform checks specified in this manual before riding.

Your new bicycle was assembled and tuned in the factory and then partially disassembled for shipping. You may have purchased the bicycle already fully assembled and ready to ride **or** in the shipping carton in the partially disassembled form. The following instructions will enable you to prepare your bicycle for years of enjoyable cycling.

For more details on inspection, lubrication, maintenance and adjustment of any area please refer to the relevant sections in this manual. If you have questions about your ability to properly assemble this unit, please consult a qualified specialist before riding.

If you need replacement parts or have questions pertaining to the assembly of your bicycle, call the service line direct at: **1-800-626-2811**. Monday - Friday 8:00 am to 5:00 pm Central Standard Time (CST).

TOOLS REQUIRED

- Adjustable wrench or a 15 mm open end wrench





Assembly 3

GETTING STARTED

- 1 Open the carton from the top and remove the bicycle.
Figure 3.1
- 2 Remove the straps and protective wrapping from the bicycle.
- 3 Inspect the bicycle and all accessories and parts for possible shortages. It is recommended that the threads and all moving parts in the parts package be lubricated prior to installation.

Important! Do not discard packing materials until assembly is complete to ensure that no required parts are accidentally discarded.

Note: We recommend using a lithium based grease on the parts before assembly.

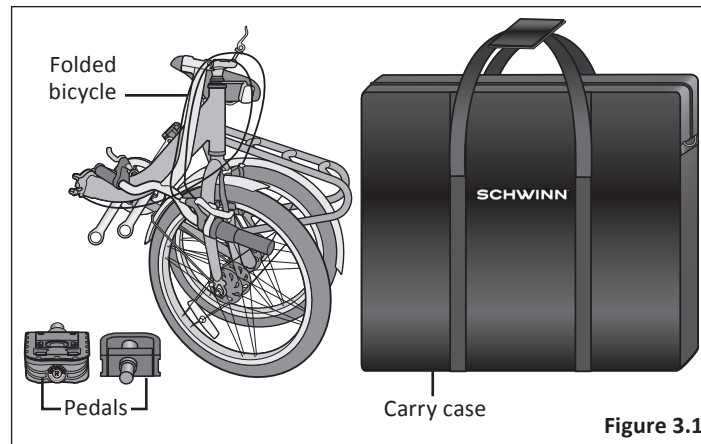


Figure 3.1

UNFOLDING THE BICYCLE

- 1 Begin by standing on the **chain side** of the bicycle. The chain and crank will be in front of you. **Figure 3.2**
- 2 Open the front and rear halves of the frame apart and the halves come together.

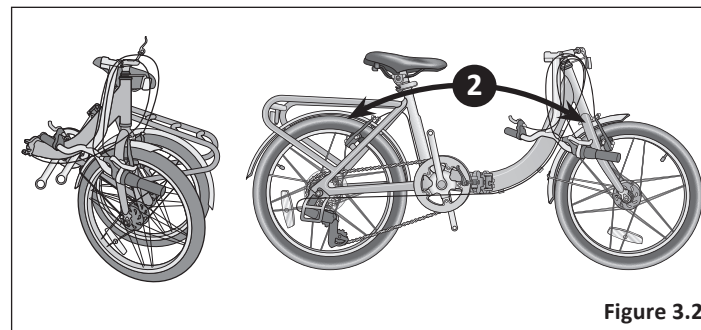


Figure 3.2



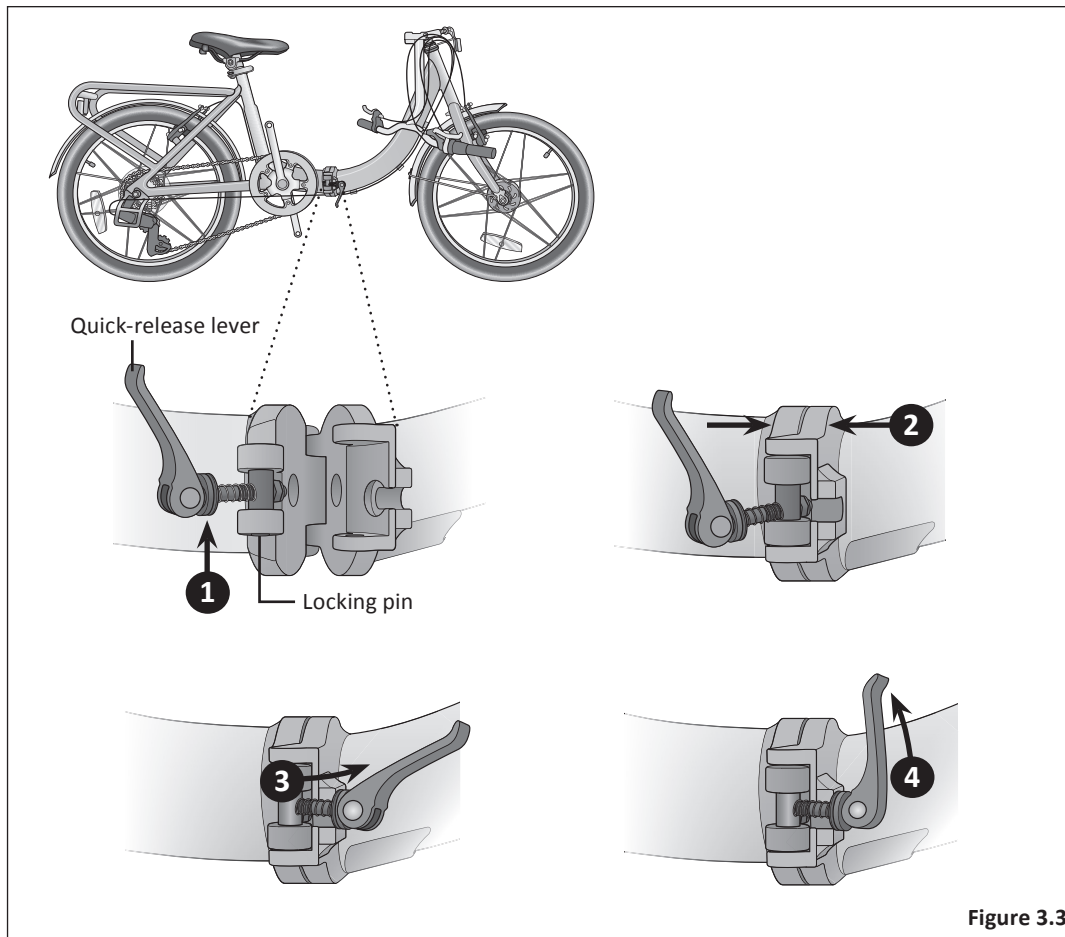
3 Assembly

Lock the Frame Latch

- 1** Push on quick-release lever and move the locking pin up. **Figure 3.3**
- 2** Move the two frame halves together. Release pressure on the quick-release lever. Check that the locking pin is fully engaged.
- 3** Move the lever into the slot on the frame.
- 4** Move the quick-release lever into the locked position. The bicycle should arrive with the quick-release lever properly adjusted but if it is not see **Section 4: Adjusting the Frame Latch**.

Important! It should require some pressure to engage the lock and your hand should have indent marks from the lever. Adjust the quick-release lever until it is firmly engaged.

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Assembly 3

Lock the Handlebar Post Latch

- 1 Move the quick-release lever as shown. The locking pin should be completely retracted. **Figure 3.4**
- 2 Move the handlebar post onto the post latch.
- 3 Move the lever up into the slot on the base of the handlebar post.
- 4 Move the quick-release lever into the locked position. The bicycle should arrive with the quick-release lever properly adjusted but if it is not see **Section 4: Adjusting the Handle Post Latch**.

Important! It should require some pressure to engage the lock and your hand should have indent marks from the lever. Adjust the quick-release lever until it is firmly engaged.

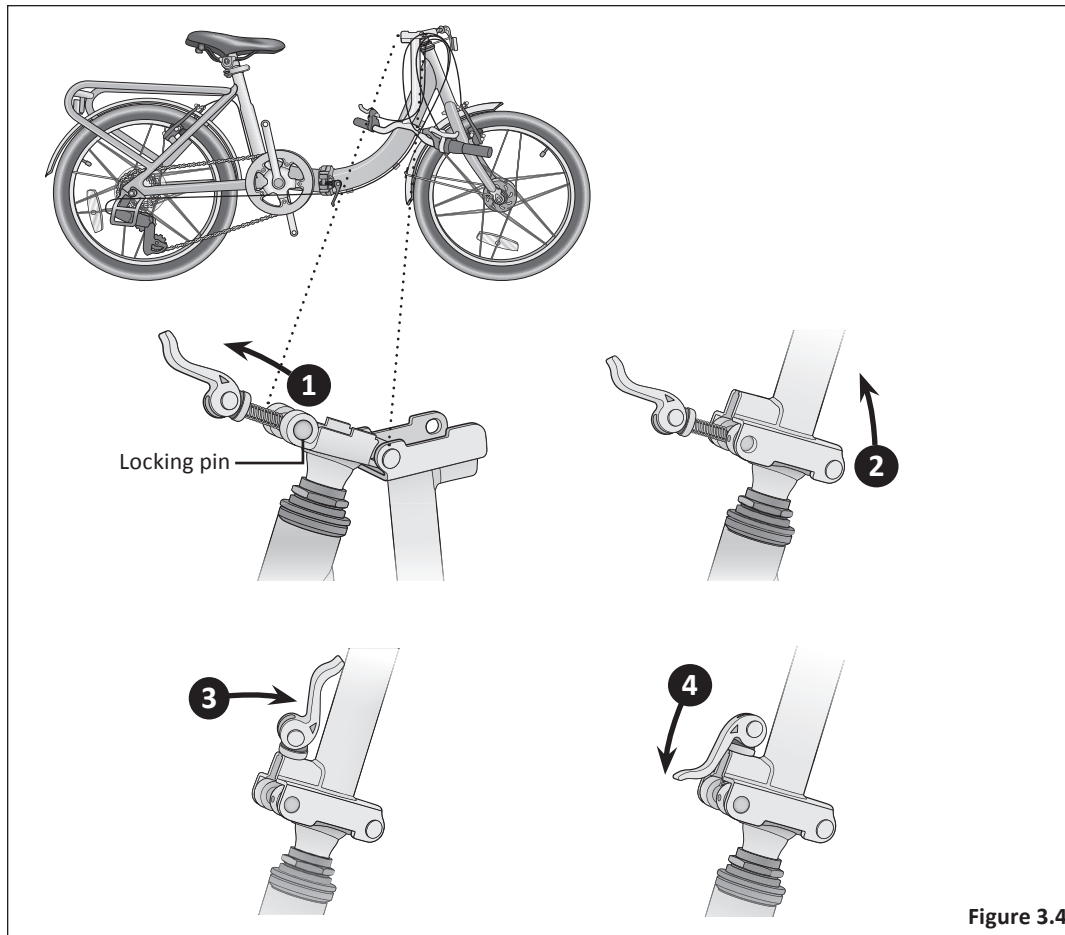


Figure 3.4



3 Assembly

ATTACH THE PEDALS

⚠ WARNING!

Attachment of an incorrect pedal into a crank arm can strip the pedal threads and cause irreparable damage. Before your first ride, check to ensure your pedals are attached correctly.

If the bicycle came **without** the pedals attached follow **steps 1 - 6**. If the pedals came **with** the pedals attached follow **step 5 only**:

- ❶ Match the pedal marked R with the right-hand crank arm, and match the pedal marked L with the left-hand crank arm. **Figure 3.5**
- ❷ Place the threaded pedal into the threaded hole on the crank arm.
- ❸ By hand, slowly turn the spindle toward the front of the bicycle. Clockwise for right pedal, counterclockwise for left pedal.

Important! Stop if you feel resistance! This may be an indication the spindle is entering the hole at an angle. Remove the spindle and redo step three.

- ❹ If the spindle entered the hole cleanly then use a 15 mm wrench to tighten completely.
- ❺ Flip the pedals into the down position. **Figure 3.6**

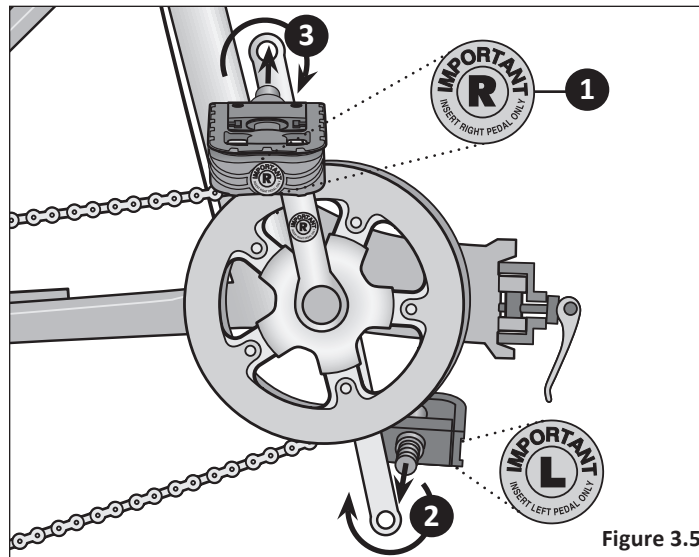


Figure 3.5

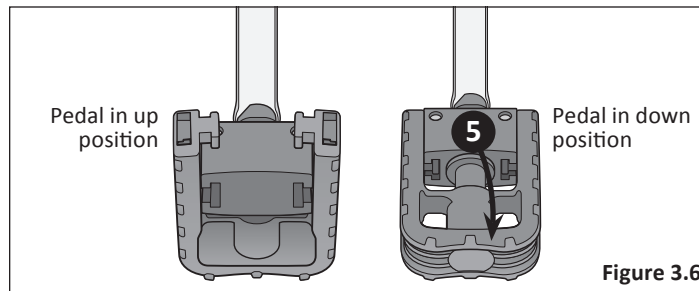


Figure 3.6



Assembly 3

ATTACH THE SEAT

⚠ WARNING!

Improperly adjusted seat height could affect the rider's ability to reach the handlebar and pedals may result in an unexpected movement, loss of control, and serious injury or death. Follow these guidelines when adjusting the seat height. Always ensure the seat post **minimum insertion marks** is below the quick-release seat clamp and **cannot** be seen. Ensure the seat clamp is locked and the seat cannot move.

- ❶ Unlock the seat post quick-release lever. **Figure 3.7**
 - ❷ Move the height of the seat up or down until the rider feels they have control of the bicycle and are comfortable (see **Section 1: Seat Height and Handlebar Reach**).
- Important!** Be sure the **minimum insertion marks** do not go past the quick-release clamp and are **not** visible.
- ❸ Close the quick-release lever and lock the seat in place. If there is not enough force to hold the seat in place open the quick-release lever, hold the base and turn the lever clockwise until you have sufficient force and the seat cannot move.
 - ❹ Check the seat does not move.

Note: Riders weight including luggage should not exceed 230 lbs. (105 kg).

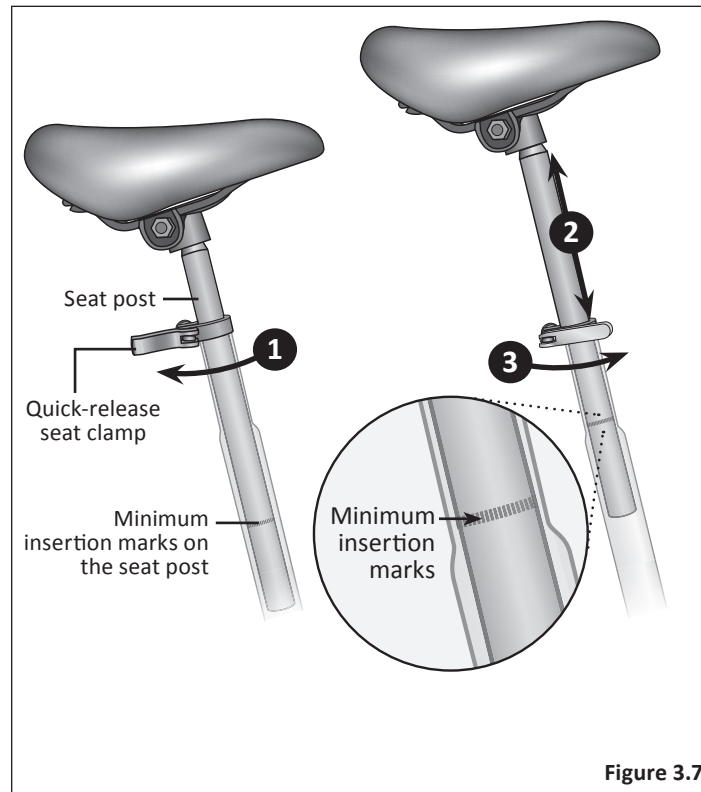


Figure 3.7



3 Assembly

FOLDING THE BICYCLE

⚠ WARNING!

The folding bicycle has potential pinch points that may cause injury when you are folding the bicycle. Take your time and be aware the position of body parts before moving parts of the bicycle.

- ❶ Start by opening the handlebar post quick-release lever and moving it down out of the slot on the base of the handlebar post. **Note:** The quick-release lever must be moved completely down to retract the locking pin, slide sideways and release the handlebar post. **Figure 3.8**
- ❷ Move the handlebar post into the folded position: upside down and flush against the front wheel. Be sure the front wheel stays parallel to the frame. **Note:** On some models the handlebar post folds to the outside.
- ❸ Next, unlock the seat post quick-release lever. **Figure 3.9**
- ❹ Lower the seat post, and turn the seat 45 degrees to the left.
- ❺ Close the quick-release.
- ❻ Raise the kick stand and rotate the crank arms so that the left crank is pointed forward and down at a 45 degree angle. **Figure 3.10**

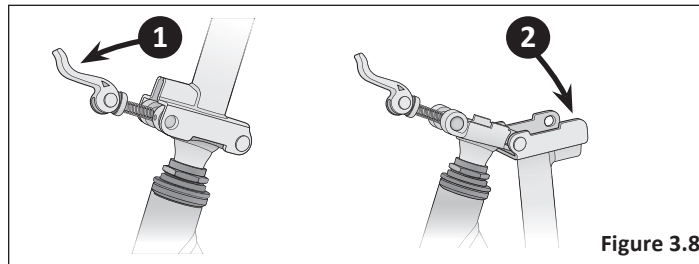


Figure 3.8

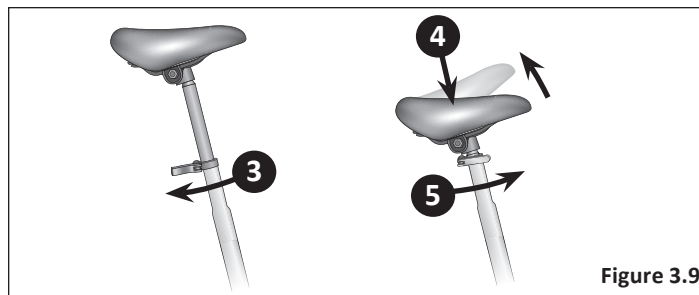


Figure 3.9

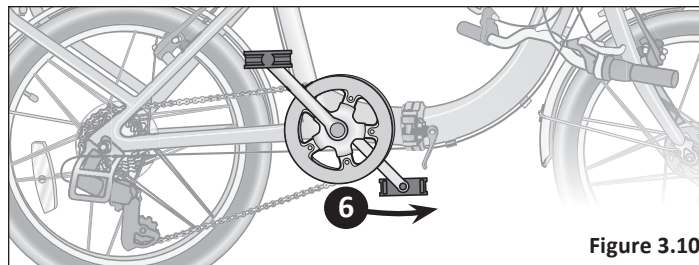


Figure 3.10



Assembly 3

- 7 Open the frame quick-release lever and rotate the quick-release lever out of the slot. **Figure 3.11**
- 8 Push up on the quick-release lever to release the locking pin.
- 9 Open the frame latch and fold the frame in half by moving the front half of the frame back until the two wheels are parallel. **Figure 3.12**
- 10 Push the pedal in, and rotate it into the locked position. Repeat for the opposite pedal. **Figure 3.13**

The bicycle is now ready for transportation or storage.

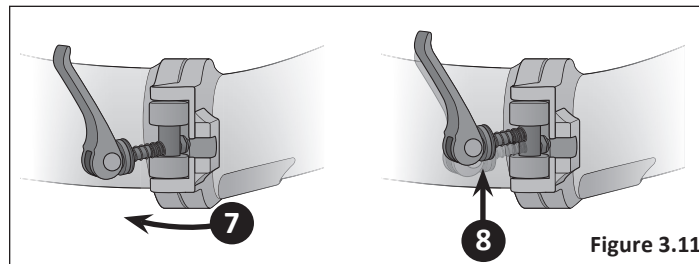


Figure 3.11

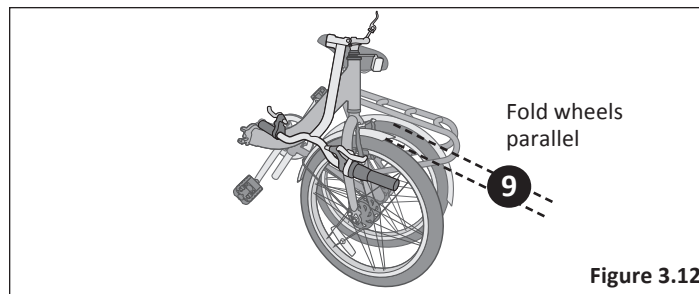


Figure 3.12

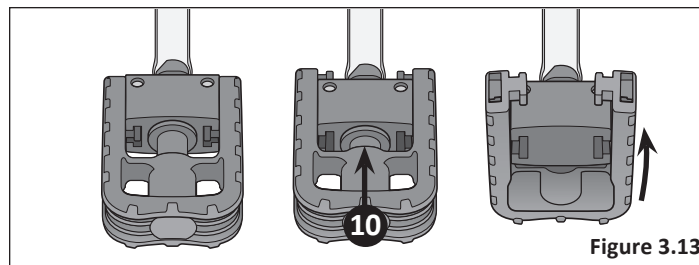


Figure 3.13



4 Adjustments

⚠ WARNING!

- Proper adjustment of the frame latch is critical to your safety. If adjusted too tightly or too loosely, injury to the rider or permanent damage to the hinges may result. Check the frame latch before every ride.
- Proper adjustment of the handle post latch is critical to your safety. If adjusted too tightly or too loosely, injury to the rider or permanent damage to the hinges may result. Please check the frame latch before every ride. If you are in any way unsure of how to make these adjustments yourself, take your bike to a qualified bicycle technician for professional adjustment.

After the bicycle is unfolded you will need to make adjustments before you ride. If you have questions pertaining to the assembly of your bicycle, call the service line direct at: **1-800-626-2811**. Monday - Friday 8:00 am to 5:00 pm Central Time (CST).

TOOLS REQUIRED:

- Phillips head screw driver
- 5 mm Allen wrench
- Adjustable wrench or 10 mm open end and wrench
- A pair of pliers with cable cutting ability





ADJUSTING THE FRAME LATCH

Your bicycle should arrive with the frame latch properly adjusted. However, the frame latch will need periodic adjustment to keep it functioning optimally. **Important!** If you are unsure of how to make these adjustments take the bike to a qualified bicycle technician for professional adjustment.

- If you have an aluminum frame, the frame latch will open and close with approximately 5-6 kg (11-13.2 lbs.) of force.
- If you have a steel frame, the frame latch will open and close with approximately 3 kg. (6.6 lbs.) of force.

Adjust the latch bolt so that the latch opens and closes with the correct amount of force (see above).

- ➊ Using a 10 mm wrench turn the frame latch bolt clockwise to tighten the latch, counter-clockwise to loosen the latch. Adjust in 1/16" turn increments until the latch is properly adjusted. **Figure 4.1**
- ➋ Add a drop of Loc-Tite® glue to the bolt threads to prevent loosening. Do not add Loc-Tite® glue to the hinges.
- ➌ Periodically lubricate the lever to keep it working smoothly.

⚠ CAUTION!

Some lubricants may damage the paint finish and corrode the frame or hinges. Consult your dealer for advice on a good quality lubricant.

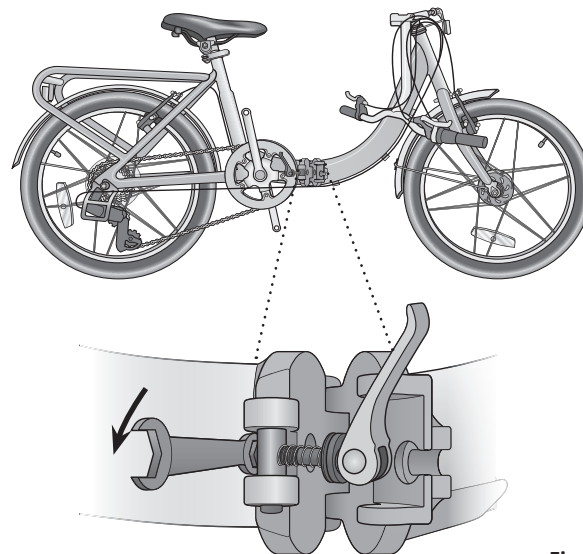


Figure 4.1



4 Adjustments

ADJUSTING THE HANDLE POST LATCH

Your bicycle should arrive with the handle post latch properly adjusted. However, the handle post latch will need periodic adjustment to keep it working optimally.

Important! If you are in any way unsure of how to make these adjustments yourself, take your bike to a qualified bicycle technician for professional adjustment.

To adjust the handle post latch:

- 1 Open and close the handle post latch a few times to determine if it needs to be adjusted.
- 2 To tighten the handle post latch, turn the handle post latch bolt clockwise. To loosen the latch turn the handle post latch bolt counter-clockwise. Adjust in 1/8 turn increments until the latch is properly adjusted. **Figure 4.2**
- 3 Adjust until the handle post latch.
- 4 Add a drop of Loc-Tite® glue to the bolt threads to prevent loosening. Do not add Loc-Tite® glue to the hinges.
- 5 Lubricate the mechanism periodically.

⚠ CAUTION!

Some lubricants may damage the paint finish and corrode the frame or hinges. Consult your dealer for advice on a good quality lubricant.

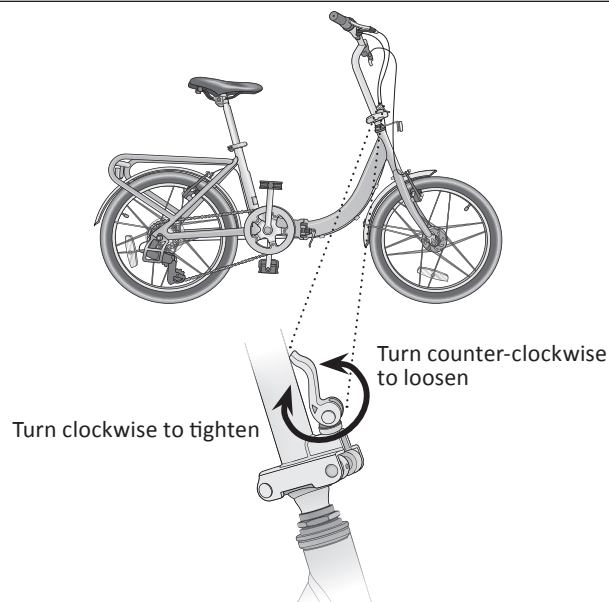


Figure 4.2

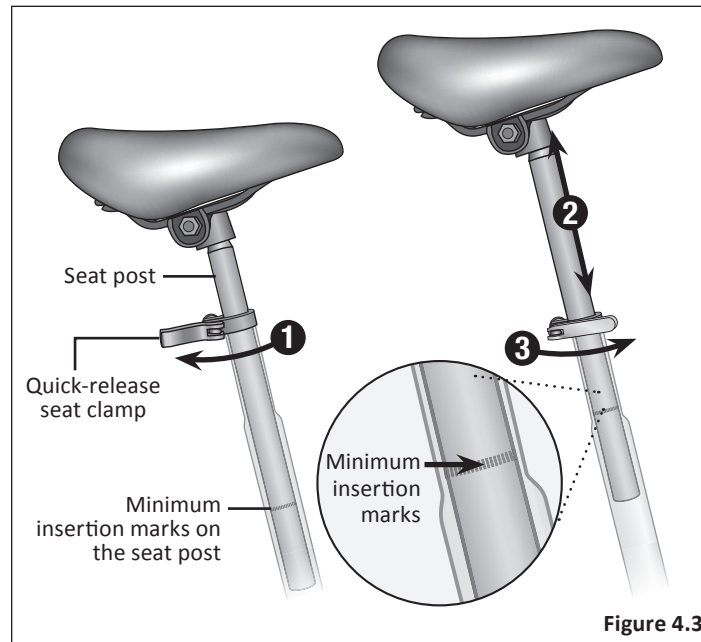


ADJUSTING THE SEAT HEIGHT

⚠ WARNING!

Improperly adjusted seat height could affect the rider's ability to reach the handlebar and pedals may result in an unexpected movement, loss of control, and serious injury or death. Follow these guidelines when adjusting the seat height. Always ensure the seat post **minimum insertion marks** are below the quick-release seat clamp and **cannot** be seen. Ensure the seat clamp is locked and the seat cannot move.

- 1 Unlock the seat post quick-release lever. **Figure 4.3**
 - 2 Move the height of the seat up or down until the rider feels they have control of the bicycle and are comfortable (see **Section 1: Seat Height and Handlebar Reach**).
- Important!** Be sure the **minimum insertion marks** do not go past the quick-release clamp and are **not** visible.
- 3 Close the quick-release lever and lock the seat in place. If there is not enough force to hold the seat in place open the quick-release lever, hold the base and turn the lever clockwise until you have sufficient force and the seat cannot move.
 - 4 Check the seat does not move.





4 Adjustments

BRAKE ADJUSTMENT

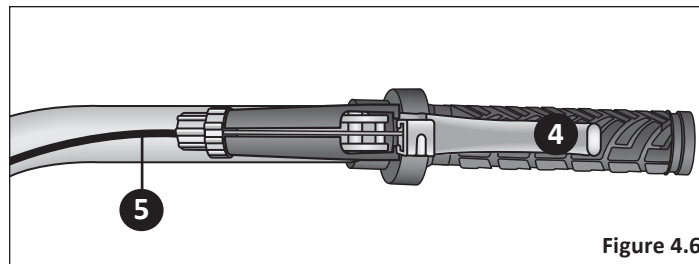
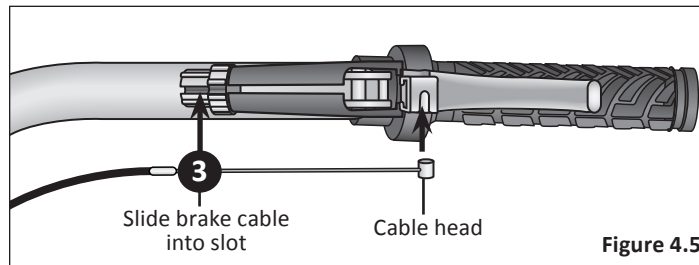
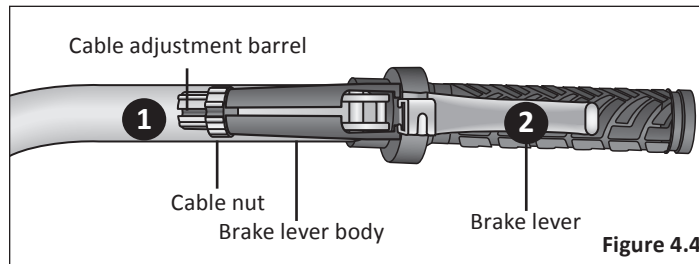
⚠ WARNING!

Failure to properly set the brakes may result in the inability to stop the bicycle movement and cause serious injury or death. Be sure the brakes are functioning properly before using the bicycle.

Attaching the Brake Cable to the Brake Lever

If the brake cable is not attached to the brake lever follow these steps:

- 1 Rotate the cable adjustment barrel and cable nut until the slots are aligned with the slot on the brake lever body. **Figure 4.4**
- 2 Press the brake lever towards the grip.
- 3 Slide the brake cable through the slots and place the cable head into the brake lever. **Figure 4.5**
- 4 Release the brake lever. **Figure 4.6**
- 5 Lightly pull on the cable, and rotate the cable nut and cable barrel so they are no longer aligned.





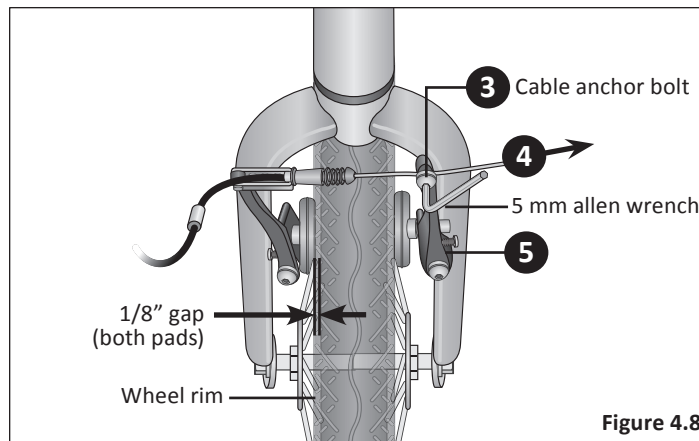
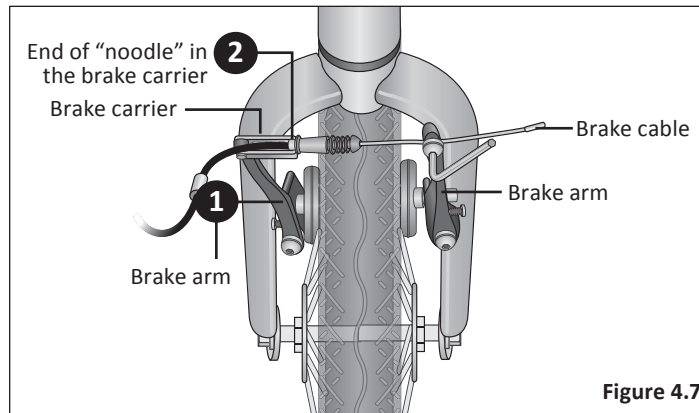
Adjustments 4

Attaching the Brake Cable to the Brake Carrier

- 1 Squeeze the two brake arms together until the brake pads touch the wheel rim. **Figure 4.7**
- 2 With your other hand, pull on the brake cable and insert the end of the “noodle” into the brake carrier.

Adjusting the Brake Pads

- 3 Check the brake cable is seated in the brake lever. Using a 5 mm allen wrench loosen the cable anchor bolt enough so the brake cable can move freely. **Figure 4.8**
- 4 Pull the brake cable through the cable anchor so the left brake arm moves towards the rim and there is approximately a 1/8” (3 mm) gap between the brake pad and rim.
- 5 Move the right brake arm towards the rim until there is approximately a 1/8” (3 mm) gap between the brake pad and rim.
- 6 Using the 5 mm allen wrench, firmly tighten the cable anchor bolt completely.





4 Adjustments

Important! Before riding the bicycle it is important to check the brakes. If you squeeze the brake lever and one brake arm moves more than the other, (or not at all), the brake is not centered. You will need to fine-tune the brake pads. Multiple adjustments may be necessary to center the brake pads, correctly set the brake pressure, and set the gap between the brake pad and rim.

Adjust the Brake Pad Alignment

Check that all brake pads are aligned correctly. If not, use a 5 mm allen wench and loosen the bolt enough so you can reposition the pad. Position the pad so it is evenly centered on the rim. Retighten the bolt after positioning the pad correctly.

Figure 4.9

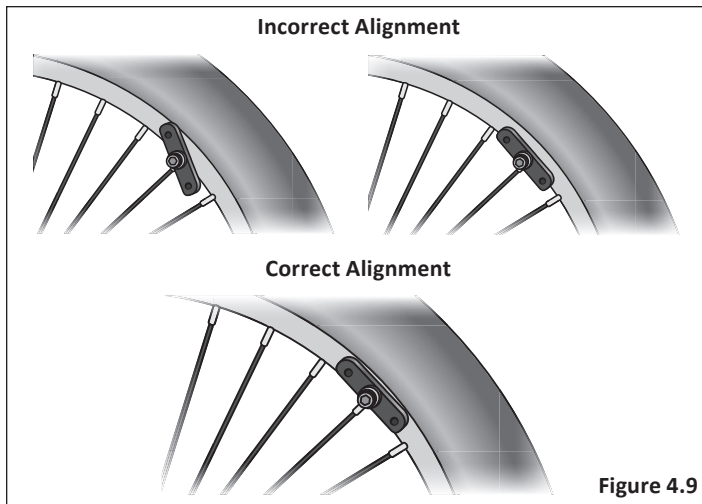


Figure 4.9

Center the Brake Pads

Rotate the wheel and look straight down at the gap between the rim, brake pads, and fork. If you find the gap between these are uneven it indicates the wheel, the brake pads, or both are not centered.

- 1 If you see the gap between the fork and wheel is uneven loosen the axle nuts and adjust the wheel until centered.

Figure 4.10

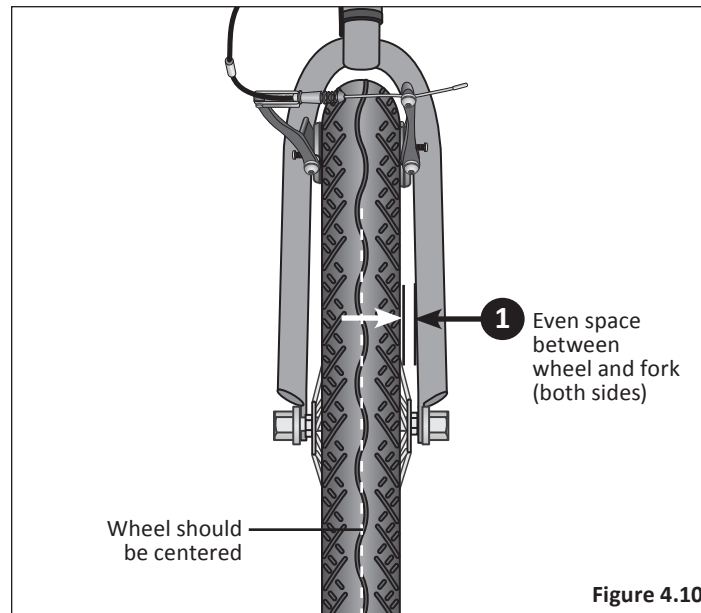


Figure 4.10



Adjustments 4

- 2 If the gap between the brake pad and wheel is uneven, adjust the position of the brake pad.
 - Using a phillips head screwdriver, adjust the brake arm screws on either side of the brake arm. **Note:** Turning the screw **clockwise** moves the pad away from the rim. Turning the screw **counterclockwise** moves the pad towards the rim. **Figure 4.11**
 - Start with the side where the pad is closest to the rim or is not moving properly. Turn the screw to move the pad towards or away from the rim.
 - Adjustments to these screws should be made in small increments, one-quarter to one-half turn then checked by activating the brake lever three to four times after each adjustment. If you continue to adjust the screw until you have noticeable movement you will run out of adjustment.
- 3 Pull and release the brake lever a few times and check if the pads are centered.
- 4 If necessary, repeat steps one and two until the brake pads are centered and the gap between the pads and rim is close to 1/8 inch.

Note: If you run out of adjustment capability on one side, adjust the screw on the opposite side. If you run out of adjustment capability on both screws do a minor adjustment to the brake cable. Adjustments should be made to each side as equally as possible to prevent running out of adjustment capability.

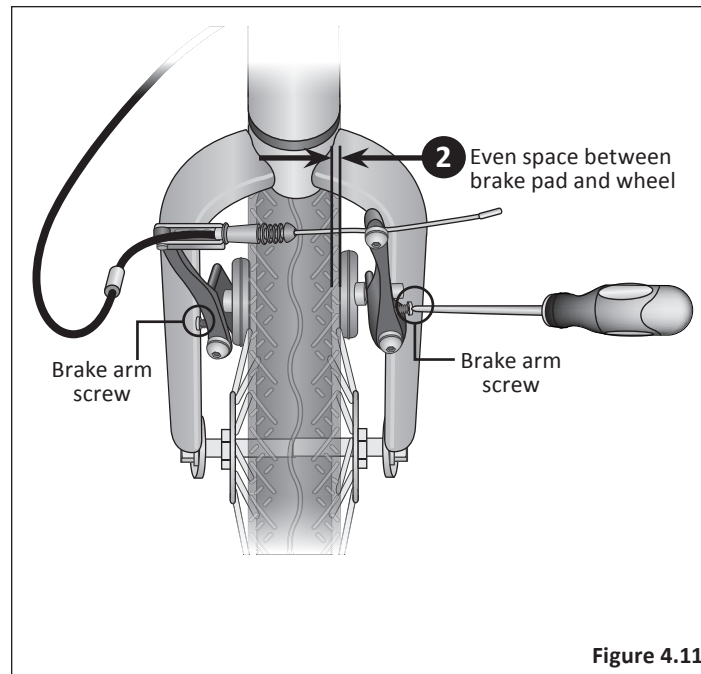


Figure 4.11



4 Adjustments

ADJUSTING THE REAR DERAILLEUR

The low limit screw determines how far the rear derailleur will travel toward the wheel of the bicycle, while the high limit screw determines how far the cage will travel away from the wheel.

- 1** Shift the rear shifter to largest number indicated, disconnect the rear derailleur cable from the cable anchor bolt and place the chain on the smallest sprocket. **Figure 4.12**
- 2** Adjust the high limit screw (H) so the guide pulley and the smallest sprocket are lined up. **Figure 4.13**
- 3** Reconnect the cable, pull out any slack, and retighten the anchor bolt securely.
- 4** Shift through the gears, making sure each gear achieved is done quietly and without hesitation. If necessary, use the barrel adjuster to fine tune each gear by turning it in the direction you want the chain to go. For example, turning clockwise will loosen the cable tension and move the chain away from the wheel, while turning counter-clockwise will tighten cable tension and direct the chain towards the wheel.
- 5** Shift the rear shifter to the gear one and place the chain on the largest cog.
- 6** Adjust the low limit screw (L) in quarter turn increments until the guide pulley and the largest cog are aligned vertically.

- 7** Again, shift through each gear several times, checking that each gear is achieved smoothly. It may take several attempts before the rear derailleur and cable is adjusted properly.

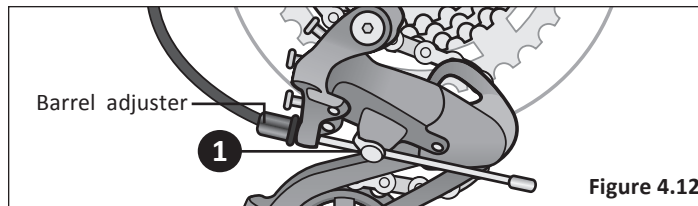


Figure 4.12

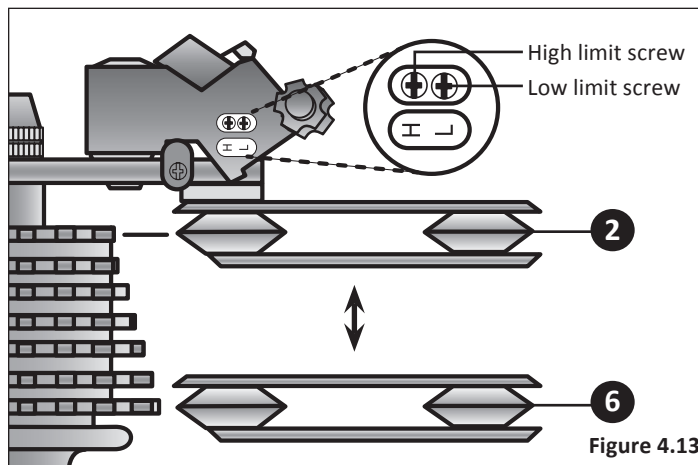


Figure 4.13



5 Use

⚠ WARNING!

Failure to follow all local and state regulations and laws pertaining to bicycle use as well as the safety warnings in this manual may result in serious injury or death. Always follow all local and state regulations and laws pertaining to bicycle use, follow the safety warnings in this manual and use common sense when riding the bicycle. Always conduct a pre-ride check of the bicycle condition before riding.

HAND OPERATED BRAKES

⚠ WARNING!

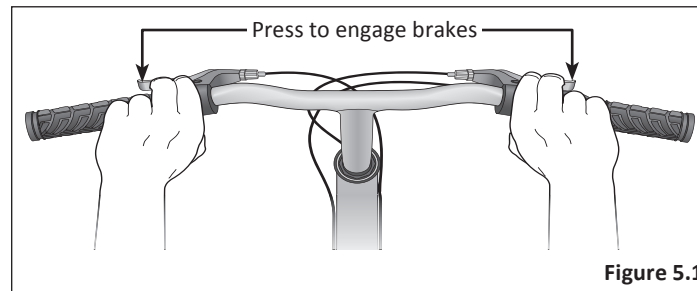
If the front brake is applied too quickly or too hard, the front wheel can stop turning resulting in a front pitch over or cause the bicycle to lose steering function leading to a crash.

Hand operated brakes have a separate hand lever to operate front and rear brakes. Front hand brake levers are located on the left side of the handlebar, and rear hand brake levers are located on the right side of the handlebar. **Figure 5.1**

It is OK to operate one brake at a time, or all together, depending on your style, comfort, and riding conditions, however, be careful to pay close attention to front brakes locking up.

To best avoid this:

- Apply the front and rear brakes simultaneously, while shifting your body weight back slightly to compensate for braking force.
- As terrain changes, the rider must practice and learn how the bicycle will respond in a new terrain or weather change. The same bicycle will react differently if it is wet, or if there is gravel on the road etc.
- Always test the brakes and be sure you feel comfortable with the reaction. If the riding conditions are too steep (off road for example) and you are unsure, dismount the bicycle and walk past the questionable terrain before riding again.
- Remember that as you apply the brakes your weight will want to shift forward, and the wheels will want to stop.
- See **Section 4: Brake Adjustments** if adjustments are needed.





5 Use

GEAR OPERATION

⚠ WARNING!

- Improper shifting can result in the chain jamming, or becoming derailed resulting in loss of control or a crash
- Always be sure the chain is fully engaged in the desired gear before pedaling hard.
- Avoid shifting while standing up on the pedals or under load.

Derailleur equipped bicycles all have a rear derailleur. Some may also have a front derailleur offering more gear choices. The right side shifter will operate the rear derailleur, and the left side (if equipped) will operate the front derailleur. On derailleur equipped bicycles, it is important to be pedaling forward when shifting gears. This allows the chain to “derail” from one gear to the next. Operating the shifter while sitting still or not pedaling can cause damage to the system, and can be dangerous, as the chain may jam and cause the bike to become unstable.

Figure 5.2

To shift properly, pedal the bicycle with little pressure on the pedals, and move the shifter one gear at a time, ensuring that the chain is fully engaged in that gear before applying more pressure on the pedals. For bicycles with 3 front chain rings; avoid “Cross Chaining”, which is the position when the chain is in the smallest cog in the rear combined with the inner or smallest chain ring in the front, or the largest cog in the rear and the outer or largest chain ring in the front. These gear positions put the chain at the most extreme angle and can cause premature

wear to the drivetrain. Bicycles with three front chain rings have enough gear “overlaps” that these gears are not needed.

Avoid back pedaling on any bicycle with derailleurs. Backpedaling can derail the chain and cause it to jam or fall off the gears. When shifting gears, make sure you pedal forward until the gear has completely changed. (At least one full rotation of the pedals.) Failure to do so, may result in the chain not engaging properly the next time you pedal forward, or falling off altogether causing a possible danger when you attempt to pedal again. Remember always pedal through the gear change on a derailleur equipped bicycle.

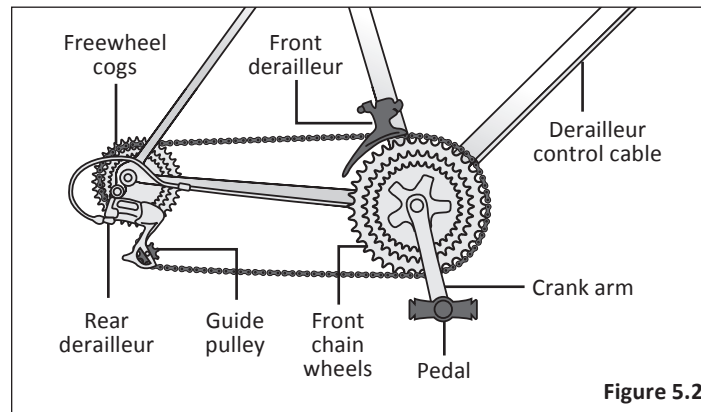


Figure 5.2



Use 5

REAR SHIFTER

- The rear shifter (right) will have an indicator that reads from 1 and up. **Figure 5.3**
- 1 is the lowest gear. This is used for slower riding, hill climbing, or to allow for easier pedaling. It is recommended to start off in this gear and move through the gears as speed increases as needed, or comfortable.
- It is OK to ride the whole time in only one gear if this is comfortable.
- Turn the left gear shifter handlebar grip up or down to shift into a new gear.
- Shift only while pedaling forward and seated.
- When shifting, lessen the pressure exerted on the pedals during the shift.
- Once you have successfully shifted gears, it is OK to start to pedal hard if desired. Pedaling hard while shifting can cause the chain to skip and not engage the appropriate gear
- Backpedaling should be avoided on derailleur bikes because the chain can jam and cause the bike to become unstable. See **Section 4: Adjusting the Rear Derailleur** if adjustments are needed.

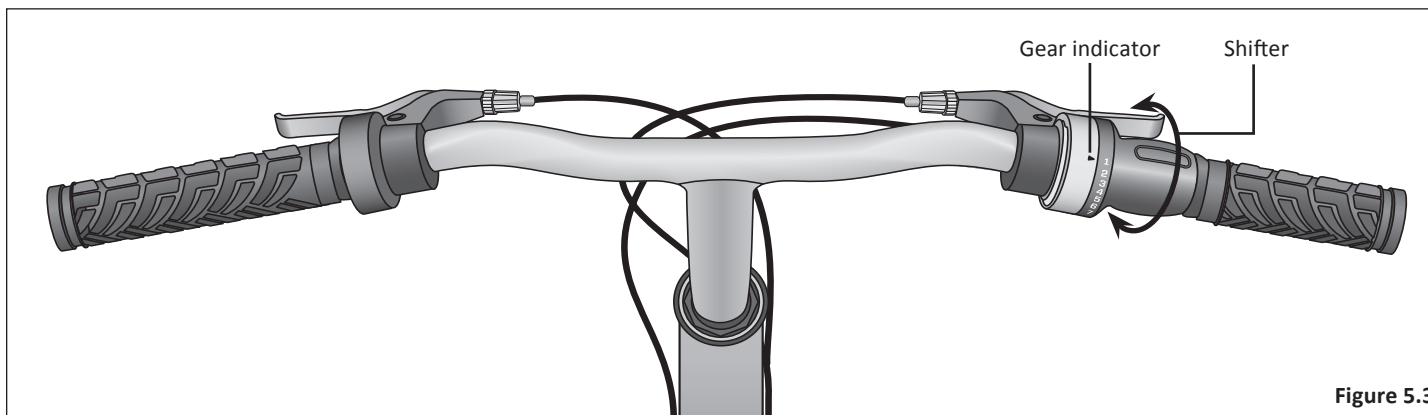


Figure 5.3



5 Use

SECURITY

You just bought a new bicycle! Don't lose it. It is advisable that the following steps be taken to prepare for and help prevent possible theft:

- Maintain a record of the bicycle's model number, located on the frame. **Figure 5.4**
- Register the bicycle with the local police and/or bicycle registry.
- Invest in a high quality bicycle lock that will resist hacksaws and bolt cutters.
- Always lock your bicycle to an immovable object if it is left unattended. Keep in mind that individual parts of a bicycle may be stolen. Most commonly, if you lock just a wheel or just the frame, other parts may be removed from the bicycle. Although it is impossible to lock all the parts, it is suggested to lock the major components if possible. **Figure 5.5**
- Use a lock that is long enough to lock the frame and both wheels if possible. Some models with quick-release front wheels allow the front wheel to be placed beside the frame so a smaller lock can be used to lock all 3 components.
- Be aware that a quick-release seat post can be stolen. It is recommended to remove the seat post and saddle and carry it with you if you believe that this is a risk.

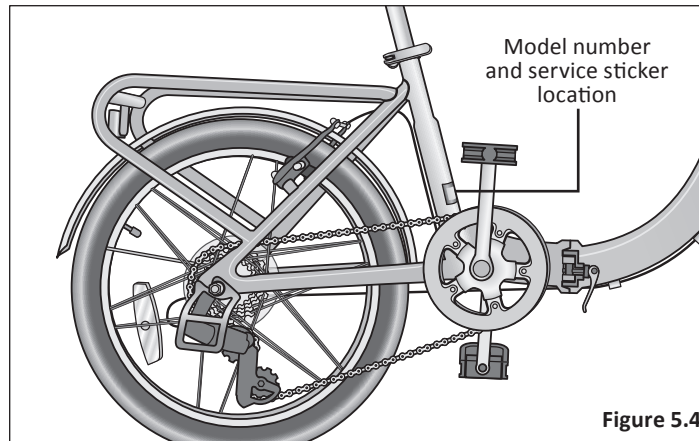


Figure 5.4

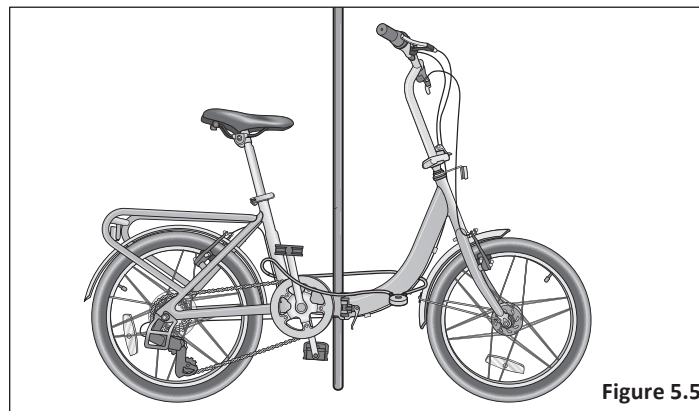


Figure 5.5





6 Maintenance

⚠ WARNING!

- Failure to conduct maintenance on the bicycle may result in malfunction of a critical part and serious injury or death. Proper maintenance is critical to the performance and safe operation of the bicycle.
- The recommended intervals and need for lubrication and maintenance may vary depending on conditions the bicycle is exposed to. Always inspect the bicycle and conduct necessary maintenance before each use of the bicycle.

This section presents important information on maintenance and will assist you in determining the proper course of action to take if you do have a problem with the operation of the bicycle. If you have questions regarding maintenance please call our customer service, toll free, at **1-800-626-2811** or see a qualified bicycle mechanic. **Do not** call the store where the bicycle was purchased.

Correct routine maintenance of your new bike will ensure:

- Smooth running
- Longer lasting components
- Safer riding
- Lower running costs

BASIC MAINTENANCE

The following procedures will help you maintain your bicycle for years of enjoyable riding.

- For painted frames, dust the surface and remove any loose dirt with a dry cloth. To clean, wipe with a damp cloth soaked in a mild detergent mixture. Dry with a cloth and polish with car or furniture wax. Use soap and water to clean plastic parts and rubber tires. Chrome plated bikes should be wiped over with a rust preventative fluid.
- Store your bicycle under shelter. Avoid leaving it in the rain or exposed to corrosive materials.
- Riding on the beach or in coastal areas exposes your bicycle to salt which is very corrosive. Wash your bicycle frequently and wipe or spray all unpainted parts with an anti-rust treatment. Make sure wheel rims are dry so braking performance is not affected. After rain, dry your bicycle and apply anti-rust treatment. If the hub and bottom bracket bearings of your bicycle have been submerged in water, they should be taken out and re-greased. This will prevent accelerated bearing deterioration.
- If paint has become scratched or chipped to the metal, use touch up paint to prevent rust. Clear nail polish can also be used as a preventative measure.
- Regularly clean and lubricate all moving parts, tighten components and make adjustments as required.



6 Maintenance

LUBRICATION SCHEDULE

Component	Lubricant	Method
Weekly		
Chains	Chain lube or light oil	Brush on or squirt
Brake calipers	Oil	Three drops from oil can
Brake levers	Oil	Two drops from oil can
Freewheel	Oil	Two drops from oil can
Derailleur Systems	Light oil or grease	All pivot points should be lubricated (more often in severely rainy or muddy conditions). Wipe off any excess oil.
Brake cables	Lithium based grease	Remove cable from casing. Grease entire length. Wipe off excess lubrication from other surfaces.
Brake lever and caliper pivot points	Light oil	Two to three drops from oil can
Shifting cables	Thin layer of grease	Clean and grease
Yearly		
Bottom bracket	Lithium based grease	Disassemble
Pedals	Lithium based grease	Disassemble
Wheel bearings	Lithium based grease	Disassemble
Headset	Lithium based grease	Disassemble
Seat stem	Lithium based grease	Disassemble
Pedals: that can be disassembled		See bicycle mechanic for maintenance.

Note: The frequency of maintenance should increase with use in wet or dusty conditions. Do not over lubricate. Remove excess lubricant to prevent dirt build up. **Never** use a degreaser to lubricate your chains (WD-40™).





PARTS MAINTENANCE

Tires

Frequency: Inspect and maintain at least each use.

Inspect	Action	Maintenance
Tire Inflation	Check tire pressure.	Inflate tire to the pressure indicated on the tire sidewall.
	Check the bead is properly seated while inflating or refitting the tire.	Reduce air pressure in the tube and re-seat the bead.
	Spin wheel and check rotation / alignment is smooth and even.	Loosen axle nut(s) and adjust until properly seated. If the hub bearings need repair see a bicycle mechanic for repair.
Bead Seating	Check for broken or loose spokes.	See bicycle mechanic for repair.
Tread	Inspect for signs of excessive wear, flat spots or cuts and damage.	Replace tire.
Valves	Check that valve caps are fitted and free of dirt.	Clean dirt from the valve.

Wheels

Frequency: Inspect and maintain at least each use.

Inspect	Action	Maintenance
Rims	Inspect for dirt and grease.	Use a clean rag or wash with soapy water, rinse, and air dry.
Wheels	Check the wheels are securely fastened to the bicycle and axle nuts are tight.	Adjust if necessary and tighten axle nuts.
	Spin wheel and check rotation / alignment is true.	See bicycle mechanic for repair.
Spokes	Check for broken or loose spokes.	See bicycle mechanic for repair.
Hub Bearings	Lift each wheel and see if there is movement side to side.	See bicycle mechanic for repair.



6 Maintenance

Drivetrain (pedals, chains, chainwheel, crank set, freewheel)

Frequency: as noted

Inspect	Action	Maintenance
Pedals	Every month, check each pedal is securely set and tighten into the crank arm.	If necessary, re-set and tighten.
	Before each ride, check each front and rear pedal reflectors are clean and in place.	Clean or replace.
Pedal Bearings	Every ride, check the pedal bearings are properly adjusted. Move the pedal up and down, left and right. If looseness or roughness is detected adjustment, lubrication or replacement is required.	See bicycle mechanic for repair.
Chains	Every week, check the chain is clean, properly lubricated, rust-free, and is not stretched, broken, or has stiff links.	Lubricate if necessary. Replace if rusted, stretched, or broken.
Crank Set	Every month, check the crank set (crank arms, chain rings, and bottom bracket axle and bearings) is correctly adjusted and tight.	See bicycle mechanic for repair.



Maintenance 6

Brakes

Frequency: Inspect and maintain before each use

Inspect	Action	Maintenance
Levers	Check the levers are securely fastened to the handlebar.	Position the levers to fit the rider's grip and screw tight to handlebar.
Pads	Check pad position, gap and pressure.	See Section 4: Adjusting the Brakes
Cables	Check the outer casing for kinks, stretched coils and damage. Check cables for kinks, rust, broken strands or frayed ends. Check the outer casing for kinks, stretched coils and damage.	Replace cable.
	Check the housing is seated properly into each cable stop of the bicycle.	It is recommended that the cables and housing be replaced every riding season.



6 Maintenance

HUB BEARINGS

Hub bearings require special thin wrenches called **cone wrenches**. If you do not own these tools, do not attempt hub bearing adjustments. Have a qualified bicycle mechanic perform the adjustment if you have any doubts.

- ❶ Check to make sure neither locknut is loose.
- ❷ To adjust, remove wheel from bicycle and loosen the locknut on one side of the hub while holding the bearing cone on the same side with a cone wrench.
- ❸ Rotate the adjusting cone as needed to eliminate free play.
- ❹ Re-tighten the locknut while holding the adjusting cone in position.
- ❺ Re-check that the wheel can turn freely without excessive side play.

INFLATING THE TIRE TUBE

WARNING!

- An unseated tire can rupture unexpectedly and cause serious injury or death. Be sure the tire is properly seated when inflating the tube.
- Over-inflation or inflating the tube too quickly may result in the tire blowing off the rim and damaging the bicycle or causing injury to the rider. Always use a hand pump to inflate the tube. **Do not** use a gas station service pump to inflate the tube.

Follow these steps to inflate a tire:

- ❶ Remove the valve cap and add air.
- ❷ Check the tire is evenly seated on the rim, both sides.
- ❸ Spin the wheel and check for high and low areas.
- ❹ Complete inflation to the recommended psi found on the sidewall of the tire.
- ❺ Be sure the tire is evenly seated on the rim, both sides. If not, release some air and repeat steps three through six.
- ❻ Check for dirt in the valve cap or stem. Clean dirt from cap or stem.
- ❼ Securely replace the valve cap on the stem.



REPAIRING A FLAT TIRE

WARNING!

An unseated tire can rupture unexpectedly and cause serious injury or death. Be sure the tire is properly seated when inflating the tube.

Follow these steps to fix a flat tire:

- 1** Match tube size and tire size (see tire sidewall for size).
- 2** Remove the wheel from the bicycle. Deflate tire completely.
- 3** Squeeze the tire beads into the center of the rim.
- 4** Opposite the valve, use a bicycle tire lever to pry the tire bead up and out of the rim. Repeat around the wheel until one bead is off the rim.
- 5** Remove tube. Release second tire bead.
- 6** Remove tire.
- 7** Carefully inspect inside of the rim and tire for the cause of the flat.
- 8** Inflate the tube $\frac{1}{4}$ full and place inside tire.
- 9** Insert the valve stem through valve stem hole in rim.
- 10** Start at the valve stem and install the first bead onto the rim. Repeat for the second bead.
- 11** Slowly inflate the tire, checking the tire is seated properly and not pinched as the tire is inflated.
- 12** Inflate to recommended pressure (see tire sidewall).



6 Maintenance

TROUBLESHOOTING GUIDE

Problem	Possible Cause	Remedy
Gear shifts not working properly	<ul style="list-style-type: none">• Derailleur cables sticking/stretched/ damaged• Front or rear derailleur not adjusted properly• Indexed shifting not adjusted properly	<ul style="list-style-type: none">• Lubricate/tighten/replace cables• Adjust derailleurs• Adjust indexing
Slipping chain	<ul style="list-style-type: none">• Excessively worn/chipped chainring or freewheel sprocket teeth• Chain worn/stretched• Stiff link in chain• Non compatible chain/chainring freewheel	<ul style="list-style-type: none">• Replace chainring, sprockets and chain• Replace chain• Lubricate or replace link• Seek advice at a bicycle shop
Chain jumping off freewheel sprocket or chainring	<ul style="list-style-type: none">• Chainring out of true• Chainring loose• Chainring teeth bent or broken• Rear or front derailleur side-to-side travel out of adjustment• Cross chaining and shifting under load	<ul style="list-style-type: none">• Re-true if possible, or replace• Tighten mounting bolts• Repair or replace chainring/set• Adjust derailleur travel
Constant clicking noises when pedaling	<ul style="list-style-type: none">• Stiff chain link• Loose pedal axle/bearing• Loose bottom bracket axle/bearings• Bent bottom bracket or pedal axle• Loose crankset	<ul style="list-style-type: none">• Lubricate chain/adjust chain link• Adjust bearings/axle nut• Adjust bottom bracket• Replace bottom bracket axle or pedals• Tighten crank bolts
Grinding noise when pedaling	<ul style="list-style-type: none">• Pedal bearings too tight• Bottom bracket bearings too tight• Chain fouling derailleurs• Derailleur jockey wheels dirty/binding	<ul style="list-style-type: none">• Adjust bearings• Adjust bearings• Adjust chain line• Clean and lubricate jockey wheels



Problem	Possible Cause	Remedy
Freewheel does not rotate	<ul style="list-style-type: none">• Freewheel internal pawl pins are jammed	<ul style="list-style-type: none">• Lubricate. If problem persists, replace freewheel
Brakes not working effectively	<ul style="list-style-type: none">• Brake pads worn down• Brake pads/rim greasy, wet or dirty• Brake cables are binding/stretched/damaged• Brake levers are binding• Brakes out of adjustment	<ul style="list-style-type: none">• Replace brake pads• Clean pads and rim• Clean/adjust/replace cables• Adjust brake levers• Center brakes
When applying the brakes they squeal/squeak	<ul style="list-style-type: none">• Brake pads worn down• Brake pads toe-in incorrect• Brake pads/rim dirty or wet• Brake arms loose	<ul style="list-style-type: none">• Replace pads• Correct pads toe-in• Clean pads and rim• Tighten mounting bolts
Knocking or shuddering when applying brakes	<ul style="list-style-type: none">• Bulge in the rim or rim out of true• Brake mounting bolts loose• Brakes out of adjustment• Fork loose in head tube	<ul style="list-style-type: none">• True wheel or take to a bike shop for repair• Tighten bolts• Center brakes and/or adjust brake pads toe-in• Tighten headset
Wobbling wheel	<ul style="list-style-type: none">• Axle broken• Wheel out of true• Hub comes loose• Headset binding• Hub bearings collapsed• Quick-release mechanism loose	<ul style="list-style-type: none">• Replace axle• True wheel• Adjust hub bearings• Adjust headset• Replace bearings• Adjust quick-release mechanism



6 Maintenance

Problem	Possible Cause	Remedy
Steering not accurate	<ul style="list-style-type: none">• Wheels not aligned in frame• Headset loose or binding• Front forks or frame bent	<ul style="list-style-type: none">• Align wheels correctly• Adjust/tighten headset• Take bike to a bike shop for possible frame realignment
Frequent punctures	<ul style="list-style-type: none">• Inner tube old or faulty• Tire tread/casing worn• Tire unsuited to rim• Tire not checked after previous puncture• Tire pressure too low• Spoke protruding into rim	<ul style="list-style-type: none">• Replace inner tube• Replace tire• Replace with correct tire• Remove sharp object embedded in tire• Correct tire pressure• File down spoke



7 Warranty

LIMITED LIFETIME WARRANTY AND POLICY ON REPLACEMENT PROCEDURES AND RESPONSIBILITIES

Your purchase includes the following warranty which is in lieu of all other express warranties. This warranty is extended only to the initial consumer purchaser. No warranty registration is required. This warranty gives you specific legal rights and you may have other rights which vary from state to state.

FRAME

Steel, aluminum and dual suspension frames are guaranteed against faulty materials and workmanship for as long as the initial consumer purchaser has the bicycle, subject to the Terms and Conditions of this Limited Warranty. If frame failure should occur due to faulty materials or workmanship during the guarantee period, the frame will be replaced. For frame replacement under this Limited Warranty, contact us, stating the nature of the failure, model number, date received and the name of the store from which the bike was received, at the address given on this page. Frame must be returned for inspection at customer's expense. Please note: the fork is not part of the frame. A lifetime warranty on your frame does not guarantee that the product will last forever. The length of the useful life cycle will vary depending on the type of bike, riding conditions and care the bicycle receives. Competition, jumping, downhill racing, trick riding, trial riding, riding in severe conditions or climates, riding with heavy loads or any other non-standard use can substantially shorten the useful product life cycle. Any one or a combination of these conditions may result in an unpredictable failure that is not covered by this warranty. All bicycles and frame sets should be periodically checked by an authorized dealer for indications of potential problems, inappropriate use or abuse. These are important safety checks and are very important to help prevent accidents, bodily injury to the rider and shortened useful product life cycle.

PARTS

All other parts of the bicycle, except Normal Wear Parts, are warranted against defective materials and workmanship for as long as the initial consumer purchaser has the bicycle, subject to the Terms and Conditions of this Limited Warranty. If failure of any part should occur due to faulty materials or workmanship during the warranty period, the part will be replaced. All warranty claims must be submitted to the address in the front of the manual and must be shipped prepaid and accompanied by proof of purchase. Any other warranty claims not included in this statement are void. This especially includes installation, assembly, and disassembly costs. This warranty does not cover paint damage, rust, or any modifications made to the bicycle. Normal Wear Parts are defined as grips, tires, tubes, cables, brake shoes and saddle covering. These parts are warranted to be free from defects in material and workmanship as delivered with the product. Any claim for repair or replacement of Normal Wear Parts (grips, tubes, tires, cables, brake shoes and saddle covering) and missing parts must be made within thirty (30) days of the date of purchase.

CONDITIONS OF WARRANTY

1. Your bicycle has been designed for general transportation and recreational use, but has not been designed to withstand abuse associated with stunting and jumping. This warranty ceases when you rent, sell, or give away the bicycle, ride with more than one person, or use the bicycle for stunting or jumping. 2. This warranty does not cover ordinary wear and tear or anything you break accidentally or deliberately. 3. This warranty does not cover normal wear and tear, improper assembly or maintenance, or installation of parts or accessories not originally intended or compatible with the bicycle as sold. The warranty does not apply to damage or failure due to accident, abuse, misuse, neglect, or theft. Claims involving these issues will not be honored. 4. It is the responsibility of the individual consumer purchaser to assure that all parts included in the factory-sealed carton are properly installed, all functional parts are initially adjusted properly, and subsequent normal maintenance services and adjustments necessary to keep the bicycle in good operating condition are properly made. 5. This warranty does not apply to damage due to improper installation of parts, installation of any kind of power plant or internal combustion engine, modification or alteration of the brakes, drive train, or frame in any way, or failure to properly maintain or adjust the bicycle.

NOTICE: Bicycle specifications subject to change without notice.



7 Warranty

PURCHASE RECORD

Fill in immediately and retain as a record of your purchase.

Please retain your sales receipt for any possible warranty claims.

Your Name: _____

Address: _____

City: _____ State: _____

Date Purchased: _____

Place of Purchase: _____

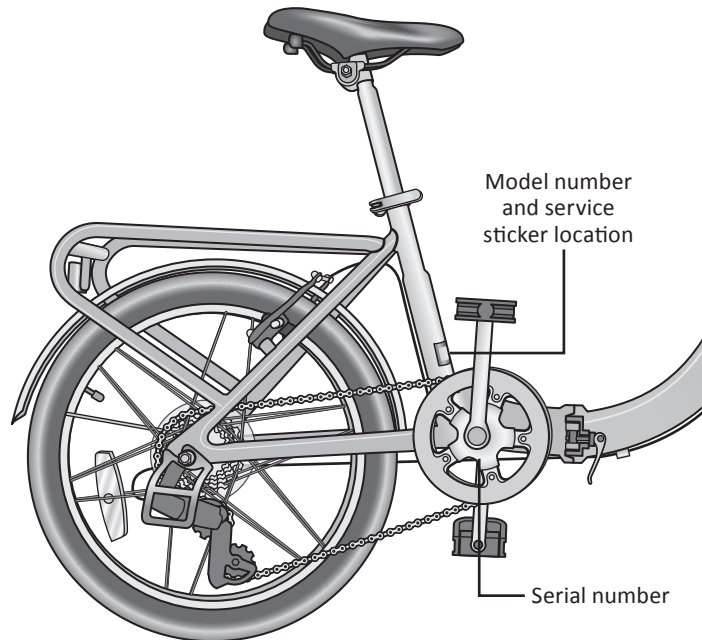
Model & Brand Information: _____

Wheel Size: _____ Color: _____

Model Number: _____

Model Number: Date Code: _____

Note: The serial number can be on the bottom of the frame underneath the crank shaft.





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